

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Bad Route Creek Bridge

Other names/site number 24DW423/MDT Identification No. L11109020+03001

2. Location

street & number Milepost 20 on County Road 261 ☐ not for publication

city or town Five miles northeast of Fallon ☒ vicinity

State Montana code MT county Dawson code 021 zip code 58326

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national X statewide X local

Signature of certifying official _____ Date _____

Title _____ State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby, certify that this property is:

Signature of the Keeper

Date of Action

 entered in the National Register _____

 determined eligible for the National Register _____

 determined not eligible for the National Register _____

 removed from the National Register _____

 other (explain:) _____

Bad Route Creek Bridge
Name of Property

Dawson County, Montana
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

Category of Property

(Check only **one** box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Reinforced Concrete Bridges of Montana, 1900-1961

Number of contributing resources previously listed in the National Register

3

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Reinforced Concrete Slab Bridge

Materials

(Enter categories from instructions)

foundation: Concrete

walls: _____

roof: _____

other: Concrete

Bad Route Creek Bridge
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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Spanning Bad Route Creek, a tributary of the Yellowstone River, in Dawson County, the Bad Route Creek Bridge consists of one contributing resource, a six-span reinforced concrete slab bridge that was constructed in 1922. The bridge is 98 feet long and 22 feet wide. It is located on an abandoned segment of US Highway 10; it was bypassed in 1950 when a new alignment was constructed to the north. The bridge is the longest reinforced concrete bridge designed and constructed by the Montana Highway Department and displays features typical of the style during the 1920s, including decorative concrete guardrails and bents. The setting of the site is also largely intact as the new alignment of the highway and Interstate 94 are located about one mile north of this bridge. The area surrounding it is still used for pasturage by local ranches.

Narrative Description

The Bad Route Creek Bridge is located on a county road (old US Highway 10) between Glendive and Fallon on the fringes of the Yellowstone River in southeastern Montana. The bridge crosses the creek on county-maintained Road 261 that roughly parallels Interstate 94 between Glendive and Terry, Montana. The bridge is located within an area of river basin fill bordered by the late Cretaceous Fort Union Formation. Bad Route Creek originates in the badlands northwest of the bridge and courses to the southeast before emptying into the Yellowstone River about two miles southeast of the bridge. Southeastern Montana is located on the northern Great Plains. The area surrounding the bridge is used primarily for agricultural purposes.¹

The Bad Route Creek Bridge is a six-span reinforced concrete slab structure. It is 98 feet in length and consists of six 16-foot spans. The bridge is 22 feet wide and has a roadway width of 21 feet. The bridge was poured in place and the guardrails added as prefabricated units to the structure. The bridge rests on five open inverted horseshoe-shaped concrete piers with arched openings. The bridge is supported at the ends by concrete backwalls and extended concrete abutments. The deep concrete slab deck is flanked by raised curbs surmounted by decorative concrete guardwalls. The guardwalls are pilastered at the piers and have corniced balustrades. The walls are pierced by elongated diamond-shaped openings standard to concrete bridges designed by the Montana Highway Department between 1921 and 1929. The guardwalls are anchored at the ends by vertical reinforced concrete posts.

Integrity

The Bad Route Creek Bridge retains excellent integrity of design, materials, and feeling. There have not been any significant modifications made to the bridge since its construction in 1922. The rural setting of the bridge is also still intact.

¹ David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 384.

Bad Route Creek Bridge

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1922-1950

Significant Dates

1922, 1950

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Montana Highway Department

Security Bridge Company

Period of Significance (justification)

The Period of Significance for this site is 1922 to 1950. This encompasses its construction in 1922 through its time as a component of US Highway 10 before it was bypassed by a new alignment of the highway in 1950.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Bad Route Creek Bridge is eligible for listing on the National Register of Historic Places under Criteria A and C. The bridge is eligible under Criterion A because of its association with the Montana Highway Department's first phase of road and bridge improvements between 1915 and 1922. The department's program sought to make substantial improvements on the state's federal aid highway system in order to facilitate commercial and public transportation. Key to the success of the program was a system of modern and reliable bridges. Consequently, the highway department designed steel truss, timber, and reinforced concrete bridges to meet its goals. The Bad Route Creek Bridge was a component of the road connecting Glendive and Terry in southeastern Montana. The bridge is also significant as an intact example of a reinforced concrete slab structure. The Montana Highway Department standardized the design for this type of bridge about 1920, but never built them in great numbers. They constitute only a small part of the bridges designed and built by the department between 1921 and 1941. The Bad Route Creek Bridge retains all of its original components and features and is an excellent representative example of the type.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

The Bad Route Creek Bridge can be listed on the National Register of Historic Places under Criterion A for its association with the Montana Highway Department's first phase of the improvement of the state's transportation system from 1915 to 1922. The bridge was a component of the road connecting Glendive with Terry that became known as US Highway 10 in 1926. The bridge marked a collaboration between Dawson County, which paid for the bridge, and the Montana Highway Department, which designed and oversaw its construction. The bridge remained an important part of US Highway 10 in southeastern Montana until 1950 when it was bypassed by a new alignment of the roadway further to the north. The bridge, however, continues to function as part of county road.

The bridge is also an excellent and intact example of a reinforced concrete slab bridge. The Montana Highway Department standardized the slab bridge design about 1920, but never built this type in great numbers before it was dropped by 1930. The bridge retains all of the structural components common to the type, including the thick concrete deck, solid concrete piers, and the distinctive concrete guardwalls with diamond-shaped openings. There have been no modifications made to the bridge (other than routine maintenance) since it was constructed in 1922. The bridge is also the longest reinforced concrete slab bridge in the state at 98 feet. The bridge is an excellent example of the type and is eligible for the National Register under Criterion C.

Engineering Significance

The Bad Route Creek Bridge is the longest multi-span reinforced concrete bridge remaining in Montana. While most reinforced concrete slab bridges are one or two spans, this bridge is composed of six spans with spans less than 20 feet in length consistent with early twentieth century reinforced concrete slab design. The bridge is associated with the expansion of the state's Federal Aid highway system during the early 1920s. It was funded through county bonds and by direct federal aid. The bridge retains design elements (i.e. decorative concrete guardwalls) typical to reinforced concrete bridges in Montana built before 1929. It is also a rare example of a concrete bridge constructed by the Security Bridge Company, a firm noted for its work on steel truss bridges.

Developmental history/additional historic context information (if appropriate)

On 11 August 1921, the Montana State Highway Commission awarded a contract to the Billings-based Security Bridge Company to construct four reinforced concrete bridges and re-deck the Yellowstone River bridge at Fallon. Federal Aid Project No. 130 also included the improvement of seventeen miles of the Red Trail (later US Highway 10) between Glendive and Fallon. While Dawson County was financially responsible for the road improvements, the highway commission was responsible for overseeing its construction. The Security Bridge Company began construction of the six-span reinforced concrete slab bridge in late 1921 and completed it sometime in 1922. The four concrete bridges cost \$17,309 to complete. In the summer of 1923, a cloud-burst and flash flood washed away the eastern approach to the bridge. In 1943, the highway department improved the Glendive – Terry segment of US Highway 10 because of the

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road's strategic importance to the US war effort. The plans for that project indicate that the department was considering a new alignment for Highway 10 north of the existing route. It was not until 1950, however, that it reconstructed the highway and bypassed the Bad Route Creek Bridge.

Security Bridge Company

Cousins William Sherman Hewett and Arthur L. Hewett founded the Security Bridge Company in 1905. Born in South Hope, Maine, in 1864, William Hewett went to work as a clerk for his bridge-builder uncle, Seth M. Hewett, in 1887. William received his training in bridge and structural design from his uncle Maurice and a German employee. By 1895, William was the joint proprietor of his uncle Seth's company, while his cousin, Arthur, worked as the firm's traveling agent. In 1897, the cousins formed W. S. Hewett and Company, one of Montana's most active bridge-building companies in Montana until 1906.²

In 1905 William dissolved the company and, with his cousin Arthur as partner, formed the Security Bridge Company. From 1906 to 1926, the Security Bridge Company was the most prodigious bridge-construction company in the state. The new company's first project was the construction of a single-span pin-connected Pratt through truss across the Stillwater River at Kern's Crossing in Stillwater County in 1907. By 1917, the company had constructed at least sixty truss bridges throughout central and eastern Montana. Most were simple pin-connected Pratt through structures or riveted Warren pony truss structures.³

In 1911, the Hewetts relocated the company headquarters from Minneapolis to Billings, Montana, and reincorporated with Arthur, as president of the firm and fellow Minnesotan William P. Roscoe as vice-president. Though the creation of the Montana Highway Department's bridge department in 1915 ended the primary role of the bridge construction companies in Montana, the Security Bridge Company continued to build bridges under the auspices of both the highway department and the counties until 1926. Arthur closed the company in 1926 to pursue other interests in Billings. The company's successor, the William P. Roscoe Company, continued to build bridges in the state until 1956.⁴

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).

Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).

Bridge Inspection Record No. L11109020+03001. Montana Department of Transportation. Helena, Montana.

Construction File. Federal Aid Project No. 130. Montana Department of Transportation. Helena, Montana.

Hewett, Maurice W. "William Sherman Hewett: A Biography." Unpublished Manuscript (July, 1956). Montana Historical Society. Helena, Montana.

Montana Road Log, 1955. Montana Department of Transportation, Helena.

Montana State Highway Commission Meeting Minute Books. Montana Department of Transportation. Helena, Montana.

Plans and Profile. Federal Aid Project No. SN-FAP 130-B. Montana Department of Transportation. Helena, Montana.

² Fredric L. Quivik, *Historic Bridges in Montana*, (Washington, DC: Department of the Interior, 1982), 41, 43; Fredric L. Quivik, "Montana's Minneapolis Bridge Builders," *IA: The Journal of the Society for Industrial Archeology*, Volume 10, Number 1 (1984), 45; Maurice W. Hewett, "William Sherman Hewett: A Biography," Unpublished Manuscript (July, 1956), 2.

³ Quivik, "Montana's Minneapolis Bridge Builders," 43, 45; Hewett, "William Sherman Hewett," 2; Quivik, *Historic Bridges*, 41, 43.

⁴ Quivik, *Ibid*, 43.

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Quivik, Fredric L. *Historic Bridges in Montana*. (Washington, DC: Department of the Interior, 1982).

____. "Montana's Minneapolis Bridge Builders," *IA: The Journal of the Society for Industrial Archeology*, Volume 10, Number 1 (1984).

Report of State Highway Commission of Montana for Period Ending December, 1928. (Helena: SHC, 1929).

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67 has been requested)
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey # _____
____ recorded by Historic American Engineering Record # _____

Primary location of additional data:

____ State Historic Preservation Office
☒ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: Montana Dept. of Transportation

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.0

(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	13	499320	5192680	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary for the Bad Route Creek Bridge is a rectangle measuring 98 x 25 feet. The rectangle encompasses the bridge and its approaches on both sides of the creek. The boundary is centered on the bridge.

Boundary Justification (explain why the boundaries were selected)

Boundaries for the Bad Route Creek Bridge are drawn to encompass the six spans of the bridge, its immediate approaches and that portion of the creek spanned by the bridge. The width is increased beyond the measurements of the structure to include the piers and abutments.

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11. Form Prepared By

name/title Jon Axline/Historian
organization Montana Department of Transportation date November 16, 2009
street & number 2701 Prospect Avenue telephone (406) 444-6258
city or town Helena state MT zip code 59620-1001
e-mail jaxline@mt.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

(See Continuation Sheets)

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Dawson County
street & number 207 West Bell Street telephone 406-377-1717
city or town Glendive state MT zip code 59330-1694

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bad Route Creek Bridge (24DW423)

Name of Property

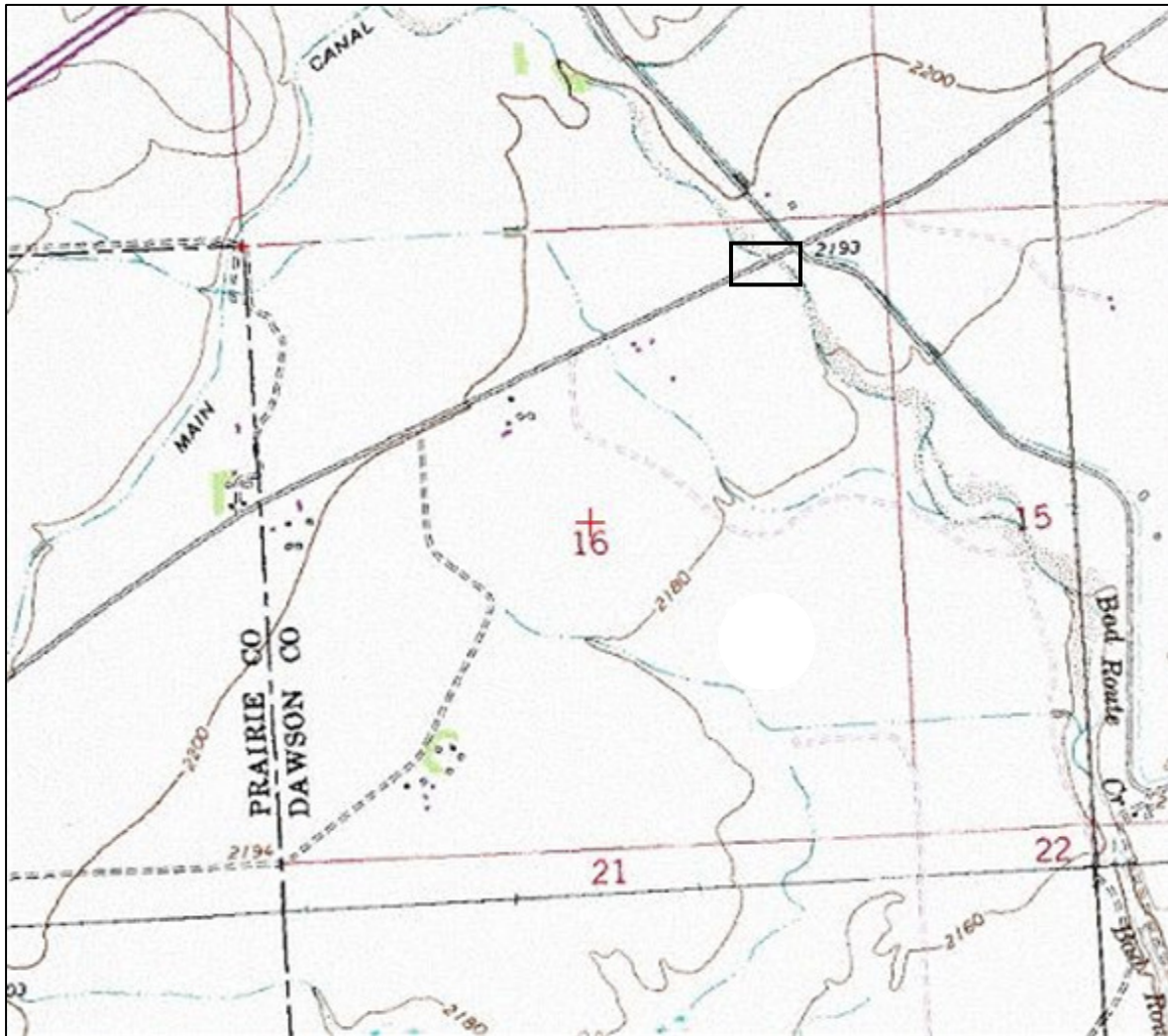
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Reinforced Concrete Bridges of Montana,
1900-1961

Name of multiple listing (if applicable)

Section number 10 Page 1



Location of Bad Route Creek Bridge. Located on Fallon NE, Montana (1967) 7.5' Topographic Map. Photorevised 1983.

United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Bad Route Creek Bridge (24DW423)

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Reinforced Concrete Bridges of Montana,
1900-1961

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Section number Photographs Page 1

Photolog

Name: Bad Route Creek Bridge (24DW423)
County and State: Dawson County, Montana
Photographer: Kristi Hager
Date of Photograph: 2005
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: South profile. View to north.
MT_DawsonCounty_BadRouteCreekBridge_0001

